

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,289 號玖十捌百貳千壹萬壹第 日捌拾月捌年六十二緒光 HONGKONG, THURSDAY, OCTOBER 11TH, 1900. 拜禮 號壹十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE  
**MALARIAL MOSQUITO**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**

**A. S. WATSON & CO.  
LIMITED.**

ESTABLISHED 1841.

**CUTLER, PALMER, AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**NAPIER JOHNSTON'S**

**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**JOHN WALKER & SONS'**  
**KILMARNOCK WHISKY.**

This World-renowned  
Fine Old HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 26th July, 1897.

**CUTLER, PALMER  
& CO.'S**

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Bland  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO. Hongkong.**

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 1.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 3 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899.

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

**ROKIRY & CO.,**  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899.

**RUINANT PERE & FILS REIMS**

Established 1719  
**CHAMPAGNE GROWERS AND  
SHIPPERS**  
Ship only the Best Quality  
Extra Dry (Green Seal)  
**LAURE, WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May 1895.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
\$5.00 per Cask of 95 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
**SHAW, TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900.



**HOCKS AND MOSELLES**  
DIRECT FROM AND BOTTLED BY  
**DEINHARD & Co., COBLENTZ.**

**OPPENHEIMER  
LAUBENHEIM  
NIERSTEIN  
GRAACHER (Superior)  
BODENTHAL  
HOCHHEIMER**

**STEINWEIN (Bock Bottles)  
SPARKLING MOSELLE (Crown  
Label)  
SPARKLING HOCK (Crown  
Label)  
SPARKLING HOCK (Black Label)  
LIEBFAUMILCH.**

Messrs. DEINHARD & CO. have presented 1,000 bottles of their Sparkling Hock to the  
German troops proceeding to China, which were graciously accepted by the GERMAN  
EMPEROR.

**CALDBECK, MACGREGOR & Co.,  
SOLE AGENTS.**

**COTTAM & CO.**

**NEW AUTUMN GOODS.**

AMERICAN BOOTS and SHOES.

WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.

**LANE, CRAWFORD & CO.**

**FOLDING CANVAS CAMP BEDSTEADS.**

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED .. 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.

**LANE, CRAWFORD & CO.**

**PHOTOGRAPHIC**

PLATES, PAPERS and CHEMICALS.  
EASTMAN'S KODAK'S FILMS and ACCESSORIES,  
DEVELOPING and PRINTING UNDERTAKEN.

**A. CHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY:—**

**THE "PALL MALL,"**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE  
AGENTS—**SIEMSEN & CO., HONGKONG.**

**MANILA CIGARS.**

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" and "LA PERLA DE ORIENTE" FACTORIES  
**J. M. DE ZUNIGA,**  
No. 9, QUEEN'S ROAD CENTRAL

Entrance: Ice House Street (New Victoria Hotel)

**SCHLITZ WORLD FAMED  
BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**

SOLE AGENTS—

**WATKINS, LIMITED,**

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG.

**BISMARCK & CO.,**

27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong. RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.**

**PARIS EXHIBITION, 1900.**

**THE GRAND PRIZE**

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

**JOHN DEWAR & SONS, LTD.**

SOLE AGENTS—

**H. PRICE & CO.,**

12, QUEEN'S ROAD.

**THE ROYAL PIANOS.**

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE

**RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS.

AMERICAN, ENGLISH and GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**THE ROBINSON PIANO CO., LD.**

**THE VICTORIA DISPENSARY,  
HONGKONG.**

**AERATED WATERS.**  
SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

**KELLY & WALSH, LD.**

RECENT BOOKS.

La Chine qui S'ouvre. René Pinon and  
Jean de Marcellis ..... \$2.00  
The Sikhs and the Sikh Wars, by Gen.  
Sir Chas. Gough, V.C., and A. D.  
Innes ..... 9.50  
Heroes of the United Services, by L.  
Valentine. With Numerous Illus-  
trations ..... 4.50  
Running Recollections and How to Train,  
by A. R. Downer ..... 1.75  
The Theory of Physical Education in  
Elementary Schools, by Thomas  
Chesterton ..... 1.75  
Confidential Talks with Husband and  
Wife, by Dr. L. H. Sperry ..... 2.25  
The Koran, translated into English, with  
Preliminary Discourse, by George  
Sale ..... 2.25  
Les quatre Chine par Louis Sculfort and  
Francis Laur, avec une carte des  
Quatre Royaumes, being No. 8  
(Special) of La Chine Nouvelle ..... 1.00  
Kouang-Tchéou-Ouan, avec une carte,  
being No. 6 (Special) of La Chine  
Nouvelle ..... 1.00  
China and the Present Crisis, by Joseph  
Walton, M.P. ..... 1.50  
My Gardener, A Practical Handbook, by  
H. W. Ward ..... 1.75

"FAMILIAR QUOTATION"  
SERIES.

Familiar English Quotations ..... 70  
Handy Book of Synonyms ..... cts.  
The Secretary's Assistant and Corre-  
spondent's Guide ..... each  
Familiar Latin Quotations and Proverbs  
Dictionary of Blunders ..... 70  
Familiar French Quotations and Pro-  
verbs ..... each  
Rejected Addresses, by Horace and  
James Smith ..... 70  
Handy Classical Dictionary ..... cts.  
THE "MODEL ENGINEER" SERIES.  
Telephones and Microphones ..... 35  
Electric Batteries ..... cts.  
Small Accumulators ..... each  
Electric Bells and Alarms ..... 70  
The Slide Valve Simply Explained ..... cts.  
THE LIBRARY OF USEFUL STORIES.  
The Story of Bird Life, by W. P. Pycroft  
The Story of British Coinage, by G. B.  
Rawlings ..... 70  
The Story of Eclipses, by C. F. Chambers  
The Story of the Alphabet, by Edward  
Clodd ..... cts.  
The Story of Ice, by W. A. Brand  
The Story of the Cotton Plant, by F.  
Wilkinson ..... 30

**NOTICE OF FIRM**

NOTICE.

**MR. R. LENZMANN** has This Day been  
AUTHORIZED to SIGN our Firm by  
PROCURATION.

**CARLOWITZ & CO.**  
Hongkong and Canton,  
3rd October, 1900.

**St. MARY MAGDALENE CHAPTER,  
ROSE + OF H.B.D.M.**

A REGULAR MEETING of the above  
CHAPTER will be held at the FREE-  
MASON'S HALL, Zetland Street, TO-NIGHT  
(THURSDAY), the 11th October, at 8.30  
for 9 p.m. precisely. Visiting Brethren are  
cordially invited to attend.  
Hongkong, 5th October, 1900.

WANTED.

A SMALL HOUSE or BUNGALOW  
(UNFURNISHED) on lower level,  
OR  
A FLAT, consisting of Two or Three  
ROOMS, with BATHROOM, &c.  
Offers to—  
C. I. E.,  
Care of Office of this Paper.  
Hongkong, 5th October, 1900.

WANTED.

BOARD and LODGINGS by Young  
Englishman.  
Address letters—  
D. C.,  
Care of Office of this Paper.  
Hongkong, 10th October, 1900.

FOR SALE.

**NEW LEE ENFIELD 303 MATCH  
RIFLE COMPLETE.**  
ELEY'S SPORTING CARTRIDGES.  
EVERY KIND OF SPORTING RE-  
QUISITE.

**Wm. SCHMIDT & CO.,**

Gunsmiths.

Hongkong, 22nd September, 1900.

**JACK A YOUNG & CO.,**  
Nos. 76 & 78, DES VEXES ROAD (OLD PRAYA  
CENTRAL).

NOTICE is hereby given that WING KIT  
and A TYE are no longer connected  
with the above firm, both having been dismissed  
as foremen. On and after the 22nd September  
we shall not be responsible for their liabilities or  
their dealings, &c., &c.

Customers are respectfully requested hence-  
forth to communicate direct with this firm, or  
through our Assistants who are authorised to  
go on board vessels for orders for goods, &c., &c.  
Dated Hongkong, 22nd September, 1900.

**HOTELS**

NOTICE.

TRAVELLERS are invited to visit the  
WINDSOR GARDEN AND RES-  
TAURANT just established next to Happy  
Bereau, near the Race Course. It can be over-  
looked from the Bowen Road Bridge.  
Hongkong, 1st September, 1900.

**KOWLOON HOTEL.**

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.  
The building stands on an embankment, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE, J. H. DOWNS,**  
Proprietor. Manager.  
Hongkong, 8th September, 1900.

**RAFFLES HOTEL,  
SINGAPORE.**

SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms on  
suite. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.  
CURIER A SPECIALITY  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.

**SARKIES BROTHERS,**  
Proprietors.

Hongkong, 16th August, 1900.

**THE VICTORIA HOTEL.**

SHAMBERN-CANTON.

THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.  
The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.  
Excellent Cuisine and best Wines.  
The Hotel's Boat boards all Steamers on  
their arrival and departure.  
Telegraph address: "VICTORIA, Canton."  
MADAM & KARMER. T. F. DA CRUZ,  
Proprietors. Manager.  
Hongkong, 16th November, 1899.

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7

**INSURANCE.**

THE  
**STANDARD LIFE ASSURANCE CO.**  
POLICIES UNCHALLENGEABLE.  
Policies are unchallengeable after two years  
duration, on any ground connected with the  
original documents, if age has been proved.  
Forms of Proposal and all particulars may be  
obtained from  
**DODWELL & CO. LIMITED,**  
Agents.  
Hongkong, 9th November, 1899. [2-1873]

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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THE

**PEAK HOTEL.**

City Office: 7, Duddell Street.

1028

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GAP, The PEAK, near the**

Tram Terminus.

Tel. 56

For Terms, apply to the

**MANAGER.**

Hongkong, 2nd July, 1900.

1029

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

A

**FIRST-CLASS PRIVATE HOTEL.**

Handsome Furnished and Exceedingly

Spacious Rooms.

VERY MODERATE TERMS to FAMI-  
LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive  
of BOARD and ATTENDANCE.

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**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.

The Hotel is situated near all the Banks, and  
Principal Offices in the Colony.

Special Attention paid to the Comfort of  
Guests.

Cuisine excellent; under Experienced Ma-  
nagement.

Terms Moderate.

**A. FONSECA,**  
Manager.

Hongkong, 1st December, 1899.

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**HING KEE HOTEL.**

(ESTABLISHED 1873)

**MACAO.**

THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

**L. HING KEE, Proprietor.**

Telegraphic address "HINGKEE" [1815]

**VICTORIA HOTEL.**

SHAMBERN-CANTON.

THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.  
The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.  
Excellent Cuisine and best Wines.  
The Hotel's Boat boards all Steamers on  
their arrival and departure.  
Telegraph address: "VICTORIA, Canton."  
MADAM & KARMER. T. F. DA CRUZ,  
Proprietors. Manager.  
Hongkong, 16th November, 1899.

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## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.A. S. WATSON & CO.,  
LIMITED.

## SPECIAL LINES.

## SCOTCH WHISKY.

## COGNAC BRANDY.

(JENNESSY'S).

## CLARETS.

## PORT &amp; SHERRY.

[Including Wines bottled by the

Celebrated firm

Geo. G. SANDERMAN, SOHS &amp; Co.]

## AERATED WATERS.

ABSOLUTE PURITY GUARANTEED.

ESTABLISHED 1841.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 11th, 1900

THE chief news from the north during the past few days, apart from the spirited race for Shanhaiwan, has been the intelligence of the definite removal of the Chinese Imperial Court from Taiyuanfu to Hsianfu, capital of Shensi and formerly of the Empire. The reason of this movement is stated as follows in an Imperial Edict, dated the 30th September:—“Owing, however, to the ‘famine which is now raging in this province of Shensi and the great difficulty ‘thereof of feeding the thousands of baggage animals and the tens of thousands of horsemen that are congregated here, when, moreover, food is dear and the people over-burdened, we feel more racked with sorrow than ever whenever we think of these things, and cannot, therefore, rest in peace here. Moreover, Taiyuanfu is not connected by direct telegraph with the rest of the Empire and much loss of time and delay is experienced in obtaining early and important news from Peking and elsewhere.” In consideration of all this, “therefore, we are compelled to select to-morrow’s date for the continuation of our journey west to the city of Eternal Rest—Hsianfu, capital of Shensi province.” The edict continues by requesting the provincial officials to provide rice and money for the troops, and urges the rapid despatch of supplies, “in order that the Court may not suffer from want.” What reply the Yangtze Viceroy and YUAN SHIKAI have made to this requisition we saw yesterday, but the telegraphic summary did not inform us what reason they gave for their inability to comply. It is, however, evident that the Imperial Court is reduced to very severe straits, and it is not difficult therefore to understand the statement communicated that the Chinese Ambassador in London that the Chinese Government “sincerely desires the re-establishment of peace.” Naturally, peace is preferable to starvation, and the two alternatives now face the

refugee Court. Peace indeed has been within the grasp of the Chinese Government for weeks past, but the party which so long usurped the Imperial authority has hitherto prevented the attainment by its desperate attempts to shield the lives of those guilty of the blood of the murdered foreigners. Grudgingly, and one by one, concessions have been made, even to the extent of depriving the arch-criminal, Prince TUAN, of his offices, but no sufficient guarantee of punishment have been given. If the Chinese Government is in reality sincerely desirous of peace the indispensable preliminary of a decree, announcing its fixed determination to punish with the only suitable penalty those who by their crimes have brought China to her present position, will secure this end. We do not mean that all fighting will at once cease. There are large forces of rebels, “Boxers” and disorganised soldiers, scattered over the northern provinces, who must still be dealt with. But the state of half-recognised war against the Imperial Government will end. The “Imperial Government” here must be the Emperor himself. It is only too plain that the Dowager still inspires the edicts and rules what the Emperor must say. This must stop henceforward. The refugees have indeed gone beyond the reach of the allied arms, but they are not any longer beyond the power of persuasion, backed as it is by the imminence of starvation.

Vice-Admiral SERRAVALLO's successor in the command of H.B.M.'s squadron on the China station, as announced by telegraph, is Rear-Admiral Sir HARRY HODGKINSON RAWSON, R.C.N. Some months ago, our readers may remember, the home papers were discussing the chances of Admirals COMPTON E. DOWLING, Sir CYRIL BRIDGE, H. H. HARRIS, and A. K. WILSON. Circumstances, however, have changed since then, and we now get the Commander of the Channel Squadron, Admiral RAWSON has had a distinguished career, and moreover was out in China in 1898 and 1899. He was at Alexandria in 1882, won the Order of the Brilliant Star at Zanzibar, and, after becoming Commander-in-Chief of the Cape of Good Hope and West African Squadron in 1895, commanded the expedition against Benin at the beginning of 1897, capturing Benin city itself on the 18th February. Among his decorations are the Osmanieh, 3rd Class; Order of the Hamudieh; and the 2nd Class Civic Cross of Belgium. Admiral RAWSON was born in 1843 and was educated at Marlborough College. He succeeds to what promises to be an arduous post for some time to come, but his record is one to inspire confidence.

No fresh plague case or deaths were reported in the 24 hours ending at noon yesterday.

The Chinese soldier who was arrested on Monday night for stealing a loaf of bread has been sentenced to seven days' hard labour. No further information regarding him has been obtained.

Among the passengers by the homeward English mail on Saturday will be Lance-Sergeant Cameron, who has been invalided home, the plague duty which he performed at Yauwut having undermined his health. His comrades in the Police Force purpose presenting him with a purse of money and a silver-mounted walking stick.

Two Greek sailors were creating a disturbance in Queen's Road West on Tuesday evening. One of them was drunk and P.O. Reynolds arrested him, whereupon his companion got hold of him and attempted to drag him away. With the assistance of some soldiers both were taken to the Police Station, and yesterday the man who was drunk was fined \$5, or 14 days, and the other \$10, or 14 days.

At eleven o'clock on Tuesday night Sergeant Terret was in Queen's Road Central when he saw an Indian, whose name turned out to be Abdul Cassim, at the door of the International Hotel. He produced a ticket and handed it to the proprietor, who was in the act of putting his hand in his pocket when the Sergeant went forward, seized the ticket, and took the Indian into custody for selling Macao lottery tickets. At the Magistracy yesterday the man was fined \$25, or a month.

Indian constable No. 674 was yesterday charged with assaulting a fruit-seller at Hunghom on Sunday night. The complainant, who is a cripple, said that four Indian soldiers came to him and purchased two cigars and three panoles. The price was seven cents, but the soldiers only offered him one cent. When he asked them for more they assaulted him, striking him with their fists and kicking him. The defendant then came up. The soldiers said something to him, whereupon he struck the complainant with his fist and prodded him in the side with the butt of his carbine. A witness corroborated. The defendant denied the assault, saying that the man had brought a false charge against him because he arrested one of his channas the other day. His Worship said it was for the prosecution to prove to his satisfaction that the constable assaulted the complainant. He must have no doubt whatever on the subject. There was absolutely no mark at all on the complainant's body. There was a doubt in his mind as to whether the complainant was assaulted or not. It was his duty to give the defendant the benefit of the doubt, and he would be accordingly discharged.

An appeal has been lodged in the House of Lords by a number of the largest shareholders in the Great Indian Peninsula Railway against the contract entered into by the Directors with the Government of India for the purchase of the line, as stated in these columns some time ago.

The other day Sergeant Lander arrested a suspicious looking Chinaman at Shatin and on searching him found him in possession of a paper relating to a Trial Society. The man's explanation was that he had got the paper from a man at West Point who had told him that it would save him from being molested in the New Territory. On visiting the house at West Point mentioned by the defendant the police found quite a number of articles relating to the Trial Society. The occupier was taken into custody and brought before Mr. Hazell yesterday and remanded.

In our issue of Tuesday was reported that during some blasting operations in Kennedy Road West a large stone was hurled through the air and alighted on to Mr. Kennedy's stable, going through the roof. Yesterday the contractor, Li A Ping, of No. 19, High Street, appeared at the Magistracy, charged with neglecting to take due precaution during blasting operations. Mr. Hazell told him that if he meant to have been a serious matter—he meant criminally—for him. He was told that a stone went right through the roof of Mr. Kennedy's stable. Had anyone been in the room at the time he might have been killed. A fine of \$50 would be imposed.

On Tuesday night an Irishman named John Walls, who is employed on board an American ship, caused a commotion in Queen's Road Central, at the Latom of Aberdeen Street, by cursing and swearing. He was sending the British Government and all British soldiers and sailors to perdition, much to the amusement of the Chinese crowd by which he was surrounded. He was drunk at the time. Inspector Macnab and Sergeant MacSwayed endeavoured to quieten him, and for their pains he told them to go and fight the Boers instead of interfering with “an honest drunken man.” They took him to the Police Station, and yesterday he was fined \$5.

H. Browne, described as lookkeeper at Bay View Ho, appeared at the Magistracy yesterday charged with assaulting Mrs. Schwann, barmaid at the Stag Hotel, and also with behaving in a disorderly manner in the Stag Hotel whilst drunk. Mrs. Schwann said that at half-past five on Tuesday night the defendant, who was drunk, came up to the bar of the Stag Hotel and asked for a drink. She told him he could have a soda, whereupon he replied “No fear,” and slipped her in the face. The bar boy and the assistant manager corroborated. Sergeant Murison, who was called to the Stag Hotel by the complainant, said the defendant was drunk and using filthy language towards the barmaid. The defendant was fined \$15, or 14 days, for the assault and \$10, or 14 days, for being disorderly.

Yesterday morning a shoemaker named Chang Pui, of 21, Lower Lascar Row, was charged with stealing \$25 from a coat which was hanging against the wall of the house named. He volunteered to show the police where he had hidden the money. Accordingly a Chinese detective was sent with him to Lower Lascar Row. When they reached the house the defendant pointed to a shelf, and said the money was there. While pretending to go and get the money down he seized a shoemaker's knife—a big crescent-shaped one—and slashed at his throat. The knife was wrested from his grasp, but he got hold of another and made another slash at his throat, almost severing the wind-pipe. He was subsequently taken to the Hospital, where he lies in a precarious condition.

The usual weekly concert at Kowloon Institute was held on Tuesday evening. The programme was provided by Mr. Kow, who was ably assisted by a number of friends, and the frequent applause of the large audience, consisting mainly of seamen from the Sailors' Home and the ships in the Harbour, amply testified to the care with which the programme had been arranged and the ability of the performers. The programme opened with a piano-forte solo by Mr. Fonseca, who also acted as accompanist. Songs and duets were given by Messrs. Osmund, Wainwright, Baptista, Malone, and Master Baptista. Mr. Bolton of the ship *Sierra Cordova* contributed two cornet solos. Mr. Xavier gave a violin solo from *Les Cloches de Corneville*, also a clarinet solo, and Mr. Baptista completed the evening's entertainment by a solo on the flute. A hearty vote of thanks to the performers and the singing of the national anthem brought a very pleasant evening to a close.—Contributed.

At the Magistracy yesterday afternoon Mr. Hazell continued his investigation into the collapse of the house at 42, Hollywood Road. Several witnesses were examined, and some important facts were elicited. Chan Su, a bar-boy in the employ of Blackhead and Co., who lives on the first floor, deposed to calling his father's attention to the fact that the wall was not straight just before the collapse. The father examined the wall and on seeing that there was a crack in it he went out to get some scaffolding. When near the Alice Memorial Hospital he heard that the house had come down. It also appeared that the holes in the wall were noticed the day previous to the accident, and that it had been arranged to fill them up with bricks in order to strengthen the wall. His Worship, addressing chief Detective Inspector Hanson, said he was very much obliged to him for the trouble he had taken in this matter, but suggested that an effort should be made to get the previous tenant, to see whether he gave notice to the landlord. He would accordingly adjourn the enquiry sine die.

It has been finally decided that traction engines not being suitable will not be imported for the China Field Force.

Drafts of 100 men of the 7th Rajputs in charge of two British officers are being concentrated at Calcutta to replace the casualties in the 1st Brigade, states the I. D. News. Similar drafts will be composed of the 1st Sikhs, 24th Punjab Infantry, and 26th Bombay Infantry. These drafts, the paper says, will sail from Calcutta about the beginning of October.

The Japan Gazette reports that the American Trading Company recently desired to import into Yokohama 3,100 cartridges, valued at \$600 yen, from New York by the steamer *Australia*. The authorities, however, refused to allow the landing of the cartridges, as the firm was not licensed to deal in fire-arms and ammunition. On the 20th ult. the goods were thrown into the sea off Nagahama.

A report from Mr. Otogiri, the Japanese Consul-General at Shanghai, states that at Hangchow the rice crop promises to be good and the price of the grain is declining. At Ningpo the rice plants died from drought, and the price of rice is rising. At Nanking the early rice died from the absence of rain, but as rain fell in large quantity on the 4th ult. the late rice will be saved. Generally, however, the price of rice is being raised.

Hitherto, female students have been almost entirely excluded from the Faculty of Medicine in Austria, says a Vienna press correspondent, but it now seems likely that the obstacles will be removed in this branch of study, as the Austrian Supreme Sanitary Board has, in principle, pronounced in favour of admitting women to study medicine and pharmacy at Austrian Universities, and it is believed that they will be admitted next Session.

The Japanese battleship *Asahi*, which arrived on Tuesday night and entered the harbour on Wednesday morning, was built at Clydebank. She is of 15,200 tons displacement and 15,000 i.h.p. (Bellefleur boilers). Her armour is: belt 9.4 in., gun-position 14-10 in. (Harveyed steel), deck 4-2 in. She carries four 12-in., fourteen 6-in. Q.F., twenty 12-pr., eight 3-pr., and four 21 pr. guns; and four submarine torpedoes. Her speed is 19 knots.

According to the Japanese vernacular papers, the approximate estimates for next fiscal year adopted at the Cabinet Council on the 18th ult. gave both the revenue and expenditure at some 250 million yen. Of this the ordinary revenue represents some 50 million yen, the ordinary expenditure amounts to about 160 million yen, and extraordinary expenditure to \$7 million. These estimates do not differ much from those for the present fiscal year.

It will be news to many people to learn, says the *Kobe Chronicle*, that under the Merchant Shipping Act it is perfectly legal for a foreigner to sit as an assessor on a British Naval court, with power to cancel or suspend the certificate of a captain or officer. Recently the Merchant Service Guild drew the attention of the Board of Trade to two cases where foreigners had acted as assessors, one resulting in the certificate of a British captain being suspended for two months.

The *Figaro* last month published an interview which its Toulon correspondent had with Lieutenant de Cuverville with reference to the loss of the torpedo-boat destroyer *France*. After dwelling on the heroism of the engineer the Lieutenant said that on visiting the *France* at Cherbourg he was struck by certain defects in its construction. He noticed in particular the want of space allotted to the commander while on duty, the faulty construction of the telephones, and the difficulty of controlling the execution of orders. When he expressed his surprise on the subject to Commander de Maaduit, the latter replied, “What would you have? I asked to have all that changed during the trials at Nantes, but my request was refused.”

A correspondent writing to the *Nursing Mirror* complains rather bitterly of the management of the General Hospital at Madras, and suggests that a Government enquiry be made “by an impartial tribunal.” He says:—“If the official records of the General Hospital were examined, it would be found that during the last two or three years a quite abnormal percentage of the English nurses and probationers have resigned prematurely, although by so doing they have everything to lose professionally. Some nurses leave without giving any reason, or while others perhaps state ‘work too hard,’ or some excuse of that kind, but privately they all assign quite other reasons for leaving, and generally express astonishment that any self-respecting English lady can consent to remain at ‘The General’ under the conditions which prevail.”

Referring to a telegram published in a Japanese paper that the Shanghai Dock Companies had amalgamated, and would henceforth be carried on under the name or firm style of Farnham & Co., Limited, with a capital of eight hundred millions of taels, the *Kobe Chronicle* says:—“There must be some mistake about the figures here. There are three dock companies at Shanghai registered as limited liability undertakings, these being Boyd & Co., Limited, the Shanghai Engineering Works and Shipbuilding and Dock Co., Limited, and S. C. Farnham & Co., Limited. Their combined paid-up capital, however, only amounts to 2,350,000 taels, though by a recent reconstruction scheme Farnham & Co. have capitalised the value of their works at 5,570,000 taels, of which Tls. 2,400,000 will be unpaid. Last year Boyd & Co. paid a dividend of 13 per cent., with 78 taels bonus to holders of founder shares of 100 taels each in value; Farnham & Co. paid 30 per cent., while the Shanghai Shipbuilding & Dock Co. paid no dividend.”

## TELEGRAMS.

DAILY PRESS SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 9th October, 8.20 p.m.

## SIR E. SATOW GOES TO PEKING

Sir Ernest Satow proceeded to Peking today (Tuesday).

## WHY YU HSIEN WAS SUSPENDED.

There is a Chinese report to the effect that Yu Hsien's suspension was due to the Empress Dowager's discovery that his boasted large army was non-existent.

LONDON, 9th October, 9.5 p.m.

## THE MOVE TO HSIANFU.

It is officially communicated that the Imperial Court is going to Hsianfu owing to the scarcity of provisions at Taiyuanfu.

Lofenglu has informed the Foreign Office that the Chinese Government can control negotiations better from Hsianfu, as Taiyuanfu is telegraphically isolated.

## CHINA DESIRES PEACE.

China, it is declared, sincerely desires the re-establishment of peace.

## ADMIRAL SEYMOUR'S SUCCESSOR.

It is stated that, Admiral Seymour's term of office having expired, he will be succeeded by Rear-Admiral Sir H. H. Rawson.

## REUTER'S SERVICE.

LONDON, 8th October.

## THE ELECTIONS.

327 Unionists, 84 Liberals, and 69 Nationalists have been elected to date. The gains are unaltered, but the total of Unionist votes shows an increase and that of the Liberals a decrease.

THE WAR IN SOUTH AFRICA. General Buller has completed Pilgrimage and Krugerspost, and is marching northwards.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The British transport *Neversha* arrived yesterday from Calcutta on her second journey up north. She brings a Siege Train Bullock Establishment of 215 men and bullocks, under the charge of five European officers.The French transport *Pelna*, which was formerly an old Messageries Maritimes liner, arrived yesterday from Marseilles. She brings out 26 officers and 1,076 men for service in North China.The German gunboats *Tiger* and *Luchs* left yesterday for Canton.The steamship *Humber* left yesterday for Weihaiwei.The transport *Urania*, which arrived on Thursday, sails this morning for the north, and the Maharajah Scindia of Gwalior will leave by her. The *Urania* has on board the last troops and details of the 4th Brigade, composed of the Remount Depot, the Base Veterinary Depot, Military Telegraphists, Sanitary Establishment, D. Section of No. 62 Native Field Hospital, Transport Corps, and 75 Conservery Bullocks. The Military Telegraphists are drawn from 15 different regiments. Lieutenant Bridges of the 25th Gurkhas, who arrived in the *Urania*, joins the Hongkong Regiment.

## THE TROUBLE IN KWANGTUNG.

REINFORCEMENTS HURRIED UP TO SHANGHAI.

## THE REBELS RETREATING NORTH.

We gather that the rebels who came unexpectantly near British territory the other day—namely to Savan, ten miles beyond Samien—have retreated northwards and have taken up positions at Wang Kung and Sam yauan. There are extensive misfire premises at Tai Wo Tsai and Li Lung, near to which the rebels must have passed, and the fact that they left them untouched seems to point to the conclusion that the rising is not altogether an anti-foreign one, but rather one in opposition to the mandarins.

Admiral Ho has arrived at Samien, the garrison at which place has been strengthened by 2,000 men and six guns.

A sharp look-out is being kept by the police in the New Territory for any signs of the rebels.

## THE WELSH FUSILIERS.

A rumour was current in the city yesterday that the Welsh Fusiliers and the other men belonging to the Hongkong Garrison at present on north have been ordered to return to Hongkong.

## THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL.

There was a fair attendance on the links, which would probably have been better but for rain on Monday and Tuesday. The following returns were handed in:

CAPTAIN'S CUP			
Mr. E. E. Noble	101	18	85
Mr. E. F. Mackay	95	9	86
Mr. H. V. Robertson	98	12	87
Hon. J. Thurber	101	18	88
Mr. G. Stewart	97	4	93
(4 entries)			
SILVER MEDAL			
Mr. E. F. Mackay	95	9	86
Hon. J. Thurber	101	12	88
Mr. G. Stewart	97	4	93
(10 entries)			



THE HOSPITAL SHIP  
"GWAJIOR."

A valuable addition to the fleet of hospital ships which have been fitted up to meet the requirements of the sick and wounded during the troubles in North China, is the *Gwa-jior*, which came into the harbour on Tuesday from Calcutta, and was taken from her temporary moorings opposite the Naval Yard yesterday morning and berthed alongside the Kowloon Docks later in the day. From the time when it was first known that the Indian troops would co-operate with the main body of the Allied forces, it was considered that something more than the ordinary field hospitals would be required to cope with the emergencies arising from the differences of caste among the various Indian regiments, and it is due to H. H. the Maharajah of Gwalior that provision is now made for the efficient care of the native sick and wounded without encroaching upon their caste prejudices or ousting the white doctors from their different customs and usages. Although the Maharajah is not alone among the Indian princes in his munificence towards the troops engaged in the struggles of the North, the fitting out of the *Gwa-jior* for the purpose for which she is intended, is a step which reflects the greatest credit upon H. H. and the staff under him. The vessel herself is an old New Zealand trader which was bought some years ago, with a few others, from the New Zealand Shipping Company by the British India Steam Navigation Company. She underwent at the time of her purchase a thorough overhaul, and was refitted to meet the requirements of the British India trade round the Bay of Bengal. After a few years she was laid up to make way for faster and more suitable steamers on the local run where the quickest transit of the mails was a first consideration. The Maharajah was advised that she would be a most acceptable vessel for his purpose, and about a couple of months ago he opened up negotiations with the British India Company which eventually terminated in a six months charter being entered into for the China coast. The Indian military authorities were communicated with, and a survey of the steamer resulted in the Government of India approving her, and signifying their assent to certain plans and alterations in her deck fittings so as to render her use as a hospital ship in every respect beneficial to those who would be medically and surgically treated on board.

The Maharajah then expressed his willingness thoroughly to rent and equip the vessel at his own cost, and she was put in hand at once. The "green decks" were covered in and divided into three wards, the water-tight bulkheads being the divisions, and the doors and footways leading through them and opening up communication right fore and aft of the vessel. Each of these wards accommodates 55 patients, or 165 throughout the whole deck. On the after side of No. 3 ward, which extends from the after bulkhead to the stern, there are two wards for prisoners, and on each side of these latrines and bath rooms are fitted up with all the modern improvements, tiled round the sides and over the deck, so that the wood may be impervious to any impurities. On the fore side of the bulkhead and right amidships is a large electric fan for expelling the foul air, which will be switched on day or night as required. The fore part of this ward has a darkened room for use when the application of the X Rays apparatus becomes necessary. The beds, or cots as they are arranged, that sufficient cubic space is allowed for each patient, and are placed in tiers on the same plan as the general wards in any shore hospital. The mattresses and bedding leave nothing to be desired, provision having been ample made to meet the cold weather of the North throughout the coming winter. In No. 2 ward the same display of beds is to be seen, while on each side are two operating rooms, a dispensary and a surgery, with a lavatory on the fore part easily accessible to patients and attendants alike. The tables in the operating rooms are of the most approved style, and the fittings round about show an amount of consideration rarely seen in apartments of a like manner in inland institutions. The dispensary and surgery are both spacious, and are suitably fitted with oscillating racks and guards for security against the roll of the ship. In all these side-rooms tiles are cemented round about which serve their practical purposes as well as brightening the appearance of each and giving a permanently sweetening effect otherwise unattainable. No. 1 ward in the fore part of the steamer is similarly fitted up, while on the deck above can be seen a mortuary, native wash-houses with ironing and drying-rooms attached, doilies rooms, and 4 cocklofts, two for use by the Mohammedans and two by the Hindus. These houses have been erected with every care for the various castes, and special seats have been engaged to attend to the wants of the natives on board.

The medical staff consists of Lieut.-Col. A. M. Crofts (who is in charge), Major Coates, Captain Moore, Lieut. Tate, and Mr. A. G. Bowdler, Assistant Surgeon, with six hospital chaplains, and the commissariat and medical establishment. The whole of the staff have been previous active service. Mr. Bowdler having been 19 years in the Indian military service at Cawnpore, with occasional duties to the Frontier disturbances in recent years. The *Gwa-jior* is under the command of Captain W. W. Allen, who has been thirty-two years in the British India Company, and who has a varied experience over the several tracks taken by the Company's steamers. He is considered one of the most popular of B. I. Captains, and was selected for his present post mainly because of the esteem in which he was held by those who have the management of the company's business, as well as those engaged in shipping circles throughout the East. His chief officer is Mr. C. H. Sharpe, and his second officer Mr. Dennis. The Chief Engineer

is M. McKersie, and his second Mr. Maclean, both of whom are popular officers on the Indian coast line. H. H. the Maharajah, with Capt. Spence, his A.D.C., Capt. Gunny, Colonel of the Maharajah's Imperial Service Lancers, and Mr. A. Edithan, his orderly officer, leave to-day in the transport *Urdna* for Shanghai. The *Gwa-jior* will follow about Friday or Saturday next.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 11th October, at 4.15 p.m.

## ORDERS OF THE DAY.

1. Reports on Anti-Plague Serum and minutes by Dr. Lowson and the Medical Officer of Health thereon.
  2. Letter from the Acting Director of Public Works relative to the erection of a public urinal immediately west of the Canton and Macao Steamboat Company's wharf.
  3. Report of the Quarterly Inspection Committee.
  4. Reply to the Report of the Sub-Committee.
  5. Mr. Osborne, pursuant to notice, will move—
- That the Government be asked to inform the Board, why the Refuse Destructor, which was unanimously recommended by the Board and sanctioned by his Excellency the Governor in June 1899, has not been included in the Estimates of Public Works Extraordinary for next year.
6. Mr. McKie, pursuant to notice, will move—
- That the Government be asked to state what steps are being taken to provide pumping apparatus of a sufficiently effective description to prevent a repetition of the great inconvenience caused to Peak residents on the higher levels during the last fourteen days by failure of the water service and the danger thereby caused by the sick residents having to resort to the supplies of drinking water to wells that are filled from very dubious sources.
7. The Medical Officer of Health, pursuant to notice, will move—
- That the Governor in Council be requested to give general authority to the Sanitary Board to modify at their discretion the requirements of section 7 of the Sanitary Properties Ordinance, 1899, in the case of corner houses abutting on two public streets of a width of not less than fifteen feet each provided that window area and proper arrangements as to drainage shall have been provided to the satisfaction of the Board in every such case.
8. Major Brown, pursuant to notice, will move—
- That the Sanitary Board pass a resolution bringing to the notice of the Government the urgent need of making a change in the following By-law, viz. No. 3 made under sub-section 6 of section 13 of Ordinance No. 24 of 1887 to read thus—
- "Except between the hours of 1 a.m. and 6 a.m. the conveyance of excrement matters along any public road or street is prohibited."

Acting Secretary.

## AGENDA.

1. Correspondence relative to dead-lin at Wanchai Market.
2. Petition relative to smoke nuisances in Wanchai.
3. Forthrightly lime-washing return.
4. Application for exemption from providing backyards to Nos. 2, 4, and 6, Tung Wa Lane.
5. Return of Bubonic Plague cases in Formosa.
6. Statement showing the number of Plague cases and deaths in Bombay City, from 1st August, 1900, to 27th August, 1900.
7. Mortality Return from Mexico for the week ended September 30th, 1900.
8. Mortality Statistics for this Colony for the week ended 20th September, 1900.
9. One application for a license to keep swine.

## CONSULATE REPORT.

## CHIEF.

Mr. Consul Tristram, who is responsible for the report on the trade of Chiofo for 1899, did not reach his post until March in the present year, so that he had to rely mainly on statistics and on information supplied by local forces. The total value of trade for the first time exceeded the figure of \$2,000,000, an increase of \$250,000 on the previous year, the best to date. Imports showed a decline, so that all the increase was in exports. Among imports, however, Indian opium made a sudden advance of \$290,000, reaching a total value of \$1,300,000. This great increase was due to the total failure of the Shanghai poppy crop. In cottons, English articles show very poor figures, while Japanese T-cloths and Japanese yarn did well and seem to be driving all competition from the field. In sheetings America has still a vast proportion of the trade. Native (Kailipai) goods have for the first time exceeded the figures of foreign imports. Sunnater korensa has disappeared from the market, and American has taken off, while the Russian oil has increased, though still small in quantity. Among native import Chinese spun yarn premises all while rice made an enormous advance owing to floods and bad harvests. Exports showed the large increase of nearly \$295,000, the main advance being in bean cake and raw yellow silk. These, with other silks, straw-brush, and vermicelli, are the chief exports. 5,150 head of cattle of the large and sturdy breed collected from the first time exceeded the figure of 100,000, and the value of the cattle for export to Port Arthur and Vladivostok for the Russian troops. Seven million eggs were also sent to Vladivostok.

Of shipping Mr. Tristram says—"The total tonnage which entered the port in 1899 was 1,362,512 tons, as against 1,160,654 tons in 1898. Great Britain had a total entry of 619 ships, followed by China with 408, and Germany and Japan with 203 and 201 respectively; Russia showed an increase of entries from 26 to 100. Of the total tonnage, Great Britain figured for 44.15 per cent; China, 22.79 per cent; Japan, 18.88 per cent; and Germany, 11.99 per cent. The foreign trade, Japan was easily first with 32.69 per cent, while in the coast trade Great Britain headed the list with 53.78 per cent."

In 1899 a steamer under the British flag took advantage of the new Inland Navigation Regulations, and the agents report as follows on the undertaking—"The China Navigation Company's steamer *Hongkong* was employed last year from the beginning of August until the season closed at the end of November, in the Gulf of Pechili trade, and met with an encouraging measure of success. The Chinese showed perfect willingness to use the steamer, and no difficulties were placed in the vessel's way. Junks probably receive preferential treatment at the Chinese customs, but the extent to which they benefit is compared with the steamer owned by foreigners cannot be known, duty on cargo carried by junks being bargained for by the owners or the vessels, who arrange with the officials of the native custom-house for the payment of a lump sum on the whole cargo. Shipments by steamers are liable to pay tariff rates of duty, and shippers are put to the trouble of making their own arrangements with the native customs. But the greater security of shipping by a foreign-owned steamer, and the greater immunity in the delivery of cargo, appear to be the chief attractions of the steamer. The fact that the disadvantages just mentioned

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## GREAT BRITAIN, HONGKONG, AND THE TREATY PORTS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th October.

SIR,—I have read the letter signed "Look Ahead" in your issue of to-day with much interest and agree with a great deal in it. Unfortunately we British are too apathetic as a rule to take up a case unless it touches us in our immediate pockets, or we are too busy to do more than give silent approval to complaints, equally ineffective endorsement to complaints. What is wanted is a strong British combination to preserve trade—a trade that is now menaced by many rivals—or we shall find bitter cause to regret, present inaction before many years have passed. It is useless to look for assistance from such friends as Sir Ernest Satow, who are too much wrapped up in Kiamy studies to give the caseload attention to national interests required in a country like Japan, where energetic efforts are being made to get rid of competitors in their own markets. The merchants must combine and contrive to secure pressure on the Foreign Office that will compel attention to their representations. They ought, for instance, to be able to ask the Imperial Government (with a certainty of compliance) to take instant retaliatory action whenever and wherever an attempt is made to subject British goods or tonnage to unfair duties. Were this the case, we should hear little of such attempts as those described by "Look Ahead" to force shippers to resort to Japanese steamers instead of allowing trade to run in its normal and accustomed channels. The days of general free trade are practically ended. This is not the fault of Great Britain; it is the result of the selfish action of foreign nations who have built up tariff walls against British goods, and who have heavily subsidised certain products and steamship companies to compete with us in the markets which we have opened to the world's trade. I do not advocate a general resort to protection. It would be nonsense to think of such a thing; but what I do say is this, that, with hostile tariffs confronting us on every side and sustained efforts to wrest from us our commercial supremacy, it is now the duty of the British Government to meet special cases with special measures. That is to say, where it is obvious that efforts are being made to displace British goods or tonnage special measures should be adopted, either by excluding heavily-taxed goods from British markets, or by imposing protective duties on the goods of the offending state, or by meeting subsidy by subsidy, or some other reasonable retaliation to meet the case, so that the trade we have built up, and on the maintenance of which our very existence depends, should be adequately protected and preserved.—Yours, etc.,

A FAIR FIELD AND NO FAVOUR.

## THE TRIAD SOCIETY.

TO THE EDITOR OF THE "DAILY PRESS."

Kwai Shin District, Kwangtung.

6th October, 1900.

SIR,—We are not "Borers." We are members of that Great Political Society of Masons, commonly known as Triads (會典義, 會合三, or 會地天) when senior and junior leaders at home and abroad have sworn to our barbarous Manchu usurpers from the throne of our Fatherland and reinstated a Chinese ruler.

We number countless millions, and our able brethren in America, the Sandwich Islands, Australia, the Straits Settlements, Siam, Indo-China, the Dutch Archipelago, &c., are only waiting for the "Grand Signal."

We are Reformers. After we have accomplished our work, we will institute beneficial reforms and throw the country open to the trade of the World. We cannot prevent bloodshed, as Heaven will that all great political and national changes shall be dearly purchased.

History will repeat itself, and in working to accomplish what our patriotic and illustrious predecessors swore to accomplish nearly three hundred years ago, we trust Great Britain, the United States and Japan will observe strict neutrality, and if necessary afford us their kindly advice and support.

In 1892 Great Britain frustrated our aims by lending the services of General Gordon to the Manchu Government. The great and chivalrous General Gordon bitterly regretted his connection with the barbarous and ungrateful Manchus on the termination of the struggle, and he had many sympathisers amongst the great politicians of his country, General Gordon even longed to shoot the base traitor Li Hung-chang.

We sincerely hope and pray that this mistake will not be repeated.—Respectfully soliciting your valuable support, yours, etc.,

PYRAMID.

P.S.—Foreign papers please copy.

## RELIGIOUS PROCESSIONS AT MACAO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th October.

SIR,—You have heard a great deal about foreigners standing in the street at Macao for their hats on during the passing of religious processions. I did not see anything of the kind last Sunday on the occasion of the procession of our Lady of Rosario, but I have seen much worse things done without any official interference. Some policemen and soldiers, both in uniform, were present for the purpose of keeping order, but they themselves were smoking cigarettes while following the religious procession. Is this not much worse than standing in a corner of a street with one's hat on? What have the authorities at Macao to say about this?—I am, yours, etc.,

AN EYE-WITNESS.

## ANOTHER WATER GRIEVANCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th October.

SIR,—There have been many cries from Kowloon about want of water, one resident, I am reliably informed, having to use the same bath-water on three occasions, but mine is a somewhat reversed grievance. I reside on the Praya, and for the last few days the force of the water has been so great that the tank has overflowed, and the water has been also forced through the tap, flooding my bath-room. Surely there is a grievance in having too much as in having too little. It seems to me there is an unequal distribution of the water supply of this colony. This complaint is quite serious and the facts are as stated.—Yours, etc.,

## GRIEVANCE.

## THE MURDER OF THE GERMAN MINISTER.

STATEMENT OF THE SUPPOSED KIDNAPER.

A few days ago we referred to the arrest by the Japanese of a German Minister on suspicion of being one of the murderers of the late Baron Von Ketteler, the German Minister. Further particulars of the arrest from Japanese sources give the prisoner's name as Oukai, aged 32, who resided outside the Tongsing Gate of the City. On September 4th he was observed by the Japanese gendarmes entering the Baron's gold watch for sale, and he was immediately arrested. Before he was given over to the Germans he was asked permission to make a statement, and being allowed to do so, he said that although it was the intention of the Chinese Government to murder all foreigners, he did not intend to assist in carrying out the orders. Nevertheless, as he had instructions to kill every foreigner he met, he, together with four or five others, aimed their rifles at the German Minister as he was passing without, however, any intention of firing upon him. On seeing himself aimed at, the Minister fired a revolver and he and his accomplices were therefore obliged to fire in self-defence. He was not aware whose bullet struck the German Minister, but it was not improbable that it was the bullet from his rifle. As to the disposal of the watch the man said his family were in want, and his object in selling the watch which had been taken from the pocket of the Minister, was to procure food for those dependent upon him. He had nothing to regret as to the action he had taken. The prisoner, who requested that he should be executed without delay, was handed over to the German troops on the 6th inst., and was taken under an escort to the German Legation.

## THE FRENCH ARMY.

According to the Paris correspondent of the *Poll-Mull Gazette*, desertion is rampant in the French Army. When it became necessary to dispatch troops to China a decree was issued inviting men in the reserves to volunteer for service. Among other inducements held out to them was that of a bonus of 25 francs. It has now become known that of the men who responded to the call and who were far less numerous than had been hoped—no fewer than 250 pocketed the bonus, disappeared, and have not been seen since. To add to the discomfort of the authorities, they will not be able to punish according to their deserts the delinquents on whom they succeeded in laying hands. The men signed "for the duration of the war," but as war has never been declared they cannot be legally considered deserters. In consequence, their offence does not come under the jurisdiction of the military tribunals, and all that can be done is to prevent them from fraud. The crime of desertion, in spite of the extreme severity with which it is punished, is far more frequent in the French Army than is generally imagined, considerable care being taken to prevent the statistics being noticed abroad. At the present moment there are more than ten thousand deserters at large; such at least is the number of names contained in the black lists kept by the gendarmes, though a deduction would doubtless have to be made in consequence of deaths that have occurred unknown to the authorities. The magnitude of the figure is the more surprising when it is considered that the Amnesty Bill that became law in April, 1898, pardoned all deserters who should give themselves up. Since the beginning of the present year there have been over 600 desertions. It is the regiments stationed near the frontier that lose the most men, partly, no doubt, on account of the comparative facilities for escaping, and also because service in the frontier districts is exceptionally severe, the troops being more thoroughly drilled, and subjected to stricter discipline than in the inland garrisons.

## THE DEATH OF MR. GROSVENOR.

Referring to the death by his own hand of the Hon. Hugh Grosvenor, a former secretary of the British Legation, the *London Standard* says—"The motives which drove the young diplomatist to rashly destroy himself are not yet known, and even his acquaintances can only guess at them. They assert that although he was a keen sportsman, who hardly ever missed a race meeting, it was not losses on the turf, as stated by one *Venezia* paper, which drove him to despair. They add, however, that he had been severely and dangerously injured, and depressed, and that latterly he had done some things that point to mental derangement, while it is quite possible an unhappy love affair may have aggravated his condition. On the morning of his death he arranged his papers at the Embassy, and then went to his private room in the Stroganoff. There, with the assistance of his man-servant, he put his private papers, etc., in order, and then went to lunch. On his return he sorted the bills that had come in during his absence. Early in the evening he sent his servant to pay a number of bills; and when he returned at half-past seven, he found his young master already dead, and lying in a pool of blood, with a sporting rifle by his side, from which the deceased had shot himself through the heart, causing instant death. The servant at once informed the police and the Secretary to the Embassy, who immediately proceeded to the scene. In his presence the police ascertained, beyond doubt, that life was extinct, and that it was a case of suicide."

## LATEST STEAMER MOVEMENT.

The N. P. steamer *Duke of Fife* arrived at Tacoma from Japan and Hongkong on the 8th inst.

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## IN HOBOLAND.

A certain Mr. Josiah Flynt has written a book called "Tramping with Tramps: Studies and Sketches of Vagabond Life," in which he has much that is interesting to tell of the "hobo," the "tramp," the "moocher"—called by us the tramp. Mr. Flynt has travelled in that land. He took to the road in his native America, joined himself to the "Hobo-Push," in the interests of society, and his book is a genuine contribution to sociology. It was not always what the two-cent dossier calls a "rip-snortin' time," for it is not all summer on the road, hustling for food and clothes in a business which involves much painful snubbing, the society of the tramps' "hang-out" is rank and venomous, and railway travelling—when the custom of the order will not enter you today a ticket—is generally a very, and sometimes extremely dangerous, thing. There is in some districts the high probability of prison. Other lots and drawbacks of the calling might be counted, but these shall serve Mr. Flynt, as a true knight of the road, endured what came along. He suffered stripes, and was in choker. He faced the perils of the freight-train. He ate the pie of humiliation handed out in paper at back-doors. He was full of creeping things. But he learned of the hobo his ways, and he saw the job through.

Mr. Flynt's general conclusion is that the tramp in America (in whom he sees for the most a disorganised criminal) leads a far sadder existence than society and the law should permit. He is a member of vast panoptical order, sixty thousand strong; and he is fit and clothed, and kept in trim, and honest, if he likes, in a snug prison in winter, by a community which gets from him nothing whatever in return. "To hell with those who work," is the motto of the order, and American society acquiesces. The hobo considers he has a perfect right to travel free of charge on all railroads, and he does, in fact, beat his way of freight trains from end to end of the States, without putting a cent into the pockets of the railway companies. It is no exaggeration to say, observes Mr. Flynt, "that every night in the year ten thousand free passengers of the tramp genus travel on the different railroads in the way mentioned."

To many tramps the privileges of the rail are the main attraction of the life, and Mr. Flynt thinks that "an appreciable number" would quit mooching entirely if all the companies would take concerted action to prevent them from riding without paying. Apart from the facilities of the rail, the hobo-push is evidently better organised in America than with us. There are the high, middle, and low end, and on the outside of each is the "regiment," who does a spell of work—much as the legionnaire, courage finds him—and whom the hardened hobo despises. The high walk is that of the "ret-dehors," who insist on having three good square meals a day; breakfast from seven to eight o'clock, dinner at twelve, and supper at six. All these meals must, of course, be carried or hustled for, and the fastidious artist of the road will go from house to house until he has collected the dishes he particularly fancies. Mr. Flynt says—"I once travelled with a tramp who simply could not endure his own life, and he had had his usual piece of apple pie. And he actually had the nerve to go to houses and ask for that alone."

The dinner is a more elaborate affair, and the tramp must often visit a number of houses before he finds the various dishes he desires. I remember well a tramp I had for a dinner in St. Louis. A Western tramp was my comrade at the time, and we had both decided upon our bill of fare. He wanted meat and potatoes, "pump" (plaster), (bread and butter), some kind of dessert (pudding preferred), and three cups of coffee. I wanted the same, minus the dessert, and I had to visit fifteen houses before my appetite was satisfied.

After the set-downs come the class who content themselves with a "hand-out" or "poke-out" (bundles of cold food landed out at the back), and with whom breakfast is the principal and often the sole meal of the day. The lowest walk is that of the "tomato-can vag," the outcast of hoboland, who lives on the drops of beer barrels and scavenger's refuse. A grade above him is the "two-cent dozer," who uses a queer kind of lodging-house where he pays two cents for stale beer or coffee, and then scrounges for "apple pie" and "pump" (plaster). These are a twenty-five-cent class, the highest on the list, where a man can have a little room to himself; by room I mean a sort of cell without a roof, in which is a cot, a chair (sometimes), and a locker. For most tramps in cities, night must be the worst time. Mr. Flynt considers a barrel in the open preferable to almost any doas.

The personal inquiries of this conscientious amateur were not restricted to his own country. He has taken the turf in Germany, in Russia, and in England. The German tramp he found a fairly intelligent fellow, more stupid and less vicious than the "hobo" he is stinging, and not over-scrupulous. I regard to the public on which the German tramp lives and thrives, it is only necessary to say that it is even more inhumanly generous than its counterpart in the United States. In Russia, where he had been working for a while on Count Tolstoy's farm, Mr. Flynt interested that splendid old man in his vagabondage. "I should like to make such a trip myself, if I were younger," said he. The Russian Goliath, as they call him there, was rather puzzled by Mr. Flynt, and still more puzzled on learning that America was his "far-away brother." The tramp is a real burden upon European Russia, for his numbers are something like a million; but the Government appears to regard him as a problem past solving.

To the Yankee tramp, trained to hustle for food and coffee till he gets them, and to beat his way by rail when he tires of hoofing it, England is not exactly a Promised Land. Evidently, for one thing, the native "vag" has not exploited it to the best advantage. In England simple and artistic begging is by no means so well known as in America. For another thing, the Briton does not put quite so freely as the Yank; it is harder to persuade him that he is the moocher's proper and lawful prey. A fellow-countryman of Mr. Flynt, comparing notes on these exhausted shores, remarked: "Why, I can beg in five minutes in New York more money than I can here in a day." That's some comfort to us. Also the Robert and the Deo (corporations making the policeman and detective) are less friendly than in America.

Mr. Flynt, setting out to annihilate the tramp, was almost the first tramp to be annihilated from Hull. The British tramp, moreover, does not impress the visitor from foreign parts with any due sense of the dignity of mooching. By one, he was briefly dismissed as "badly faded"; and Mr. Flynt's companion on one of his English trips summed up "most of the tramps we met" as being "a trifle insane." Our goals are mean places to get into the discipline being severe, and work being exacted of the prisoners. Selly and the mill companies, in fact, with the police and most of the inmates in many American goals, where also tobacco and the daily papers (think of it) are sold, are not unknown.

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and business men. Like the Chinese generally

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giving people of western lands the benefit of his

medicine.

He has submitted to the formulae of some

of his preparations for examination, giving full

explanation as to the medical qualities of the

ingredients. I have found the Tung Kwan San

or Army Medical Powder and the Tit Ta San

or Falling and Braining Medical Powder com-

posed of Musk, Balaam, Camphor, Balaam, two

kinds of gum, with rich oils of mace and

yellow sulphide of arsenic, and vegetable

charcoal, which are known in western pharmacy.

Besides this it contains gold leaf, tigers and (in

genuine bones, shavings of antelope and rhinoceros

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AN AMERICAN CORRESPONDENT  
ON WOMEN MISSIONARIES.

In a recent number of the *Daily Mail* Mr. Julian Ralph, the well-known American correspondent, writes strongly on the subject of "Women who make Trouble," as he heads his article. He says:—

Antedating the Boxer outbreak in China by many years were the frequent and wide-spread assaults upon and manifestations against the Christian missionaries. Though foreign interference in Chinese affairs wherever the soreness against foreigners to a head, that irritation began with antagonism to the missionaries. The Chinese officials worked upon this hostility to bring about the present outbreak. And the chief victims and sufferers by this uprising have been the missionaries and their native converts. The Christian Churches everywhere should ponder these facts, and doubtless will do so, in order to arrive at a means of conducting their labours in the future in such ways as to minimise the irritation they must cause among a people so conservative and tenacious in preserving their customs and superstitions as the Chinese.

I was told in China that I had studied the relations of the missionaries to the natives so as to be able to present the facts in a light in which they had not been viewed by the sponsors for the missionaries of Christendom. It was urged that much good would come of it if I would make public my views and impressions. It was a sage, a vigorous and a successful missionary, at the head of a large school for Chinese children, who tried to persuade me to broach this most delicate subject. He knew that I had crossed the Pacific with more than a hundred English and American missionaries, and that, afterwards, I had made two or more journeys into the interior, and had met many missionaries and questioned some very shrewd Chinamen upon the extraordinary enmity to the missionaries of the highest as well as the humblest people of China.

It was upon my return to the treaty port after a second journey inland, that this broad-minded missionary asked me what I thought of the missionaries and their methods. I at first declined to answer him. This was because, in my talks with other missionaries of narrower mental grasp, I quickly saw that my point of view was not theirs.

Instead of arguing or meeting fact with fact, they usually took the ground that whoever criticised them had imbibed the prejudices of the white people in the treaty ports. This was not at all my case, but it appeared peculiar that there should be such a prejudice. It also seemed that if the missionaries knew that their own fellow-countrymen found fault with them they should inquire closely into the reason and try to remedy it.

I had done very little talking with these white critics, because it is in their habit to crystallise their fault-finding in two charges—first that the missionaries manage to live very well wherever you find them, and second, that they "make all the trouble there is in China."

It is not a rational point of criticism that missionaries live comfortably. To begin with, they do not have the means to pamper themselves; and, again, the better they live the more favourably they impress all Orientals. I admit that wherever I saw their homes they were decent, and they had plenty of servants—who are dirt cheap over there. But when I compared their poor comforts with the dangers by which they were surrounded I could only be glad things were not worse with them. However, the question to be met is not how comfortable they are, but how do they conduct themselves towards the natives? It is well that they should have good homes and servants aplenty to "keep their face" in China, but it is very, very ill indeed if their conduct or relations with those strange people shame them in the public sight.

Fearing that my friend would misunderstand my criticism, I refused to make it, but he persisted, and assured me that I would not offend him.

"Well, then," said I, "I will tell you honestly what I have seen and heard and what deductions I have drawn."

"First of all, men too often volunteer as missionaries to satisfy their own needs instead of being carefully selected to satisfy the needs of the Chinese. In America the men who are sent out as missionaries are too frequently persons who have failed in other walks and who take to this work as a last resort, as a certain means to get an income, and because they thus cease to shift for themselves and have a Church or rich society to lean upon. I do not criticise the men for this; it is the system that is at fault."

"On the ship bound for China I was struck in the mediocre mental character of too many of the men. They were often villagers and men of the narrowest horizon. It was these who declared what they would do and have and would not have when they reached their stations—as if the Christianising of an ancient, polished, and a highly cultivated race was to be carried out by a word of command instead of by the most sage, deft, tactful, and sympathetic means. 'I'll have no convert' who permits his wife to cramp her feet," said one, and that fairly illustrates the mental attitude towards their work of too many whom I met. Small feet, concubinage, even

the reverent regard of all good Chinamen for their ancestors were to be instantly discontinued, before the true modes of life and worship were established in their places.

"When I travelled in China I found that the ablest and broadest Chinamen could not understand or justify the behaviour of our missionaries—proper as it was to our way of thinking. If these able Chinamen were confounded by what they saw, it is easy to understand the source of the hostility of the peasantry. In China a woman never may reveal the outlines of her body. To do so is indecent beyond the excesses of the most dissolute of the sex. Innocent and beautiful statues of the nude are viewed with disgust in China. The ladies cover even their hands; their faces may only be seen with difficulty through the lattice shades of their sedan chairs. The poorest women, who work out of doors, reveal only their hands and faces. Fancy, then, the effect upon the Chinese of seeing the wives and sisters of the missionaries dressed as they would appear at home, in garments which closely follow the lines of the bust and hips.

"And now, as to the relations of the sexes. Women of good repute keep indoors—are kept in, if you please. The missionary women roam freely about as they will. Kissing is regarded as a vicious and an unspeakable act, yet our missionary women kiss their husbands and brothers in the streets when they meet after being parted for a time. In China, when a bride is about to be carried in her 'flower' (her bridal chair) to the bridegroom's house, she has to be borne to the chair by her father. 'No other male relative has ever touched even her hand for years, not since she was an infant and played with her brother. If she has no father, a brother or an uncle may take the liberty and perform the office of lifting her and carrying her away—because it could not be imagined that any girl would leave her home and people of her own race will, even to be married."

"When people have such notions and customs what do you suppose they think upon seeing our men and women shaking hands, walking arm-in-arm, helping each other over muddy roads, and fondling or handling one another as our husbands and wives are free and right in doing? From what I saw and heard I drew the conclusion that no woman should be sent or should go with our missionaries to China. It is the women who innocently cause a great fraction of the mischief. If any women are permitted to go to China, they should only be such as understand Chinese etiquette, customs, and prejudices, and mean to defer to them."

"You are absolutely right," said the able missionary with whom I spoke and whose wife was a Chinese woman. "Now, what about the men?"

"Men," I replied, "should not be sent merely because they are willing to go. The men who are sent should be of exceptionally and peculiar ability, for I know of no more delicate and difficult task than really Christianising—I mean genuinely Christianising—the Chinese. The missionaries should be men born with tact, sympathy, and consideration for those around them. They should be very broad-minded, and should approach the Chinese with respect for their great qualities and wonderful history and achievements. They are by no means a decayed or stagnant race like the people of India. They are still intellectual, quick, and shrewd; and as they are the most polite, formal, and ceremonious people on earth, the missionaries should be able to blend their manners with those of their neighbours. They should learn the languages (both written and spoken), master the religion, and know as much as possible of the history and traditions of the people, in order to discuss intelligently every new principle they advocate."

"But in the first sentence I spoke all that I think. Our missionaries should be sent to meet the needs of the Chinese, and not to satisfy their own needs. Such men will know how to talk with men of the governing classes (now seldom approached) and how to manage or, perhaps, to leave alone the care of the children—which latter work is almost as productive of misunderstanding and trouble as the presence of the missionary women."

My friend agreed with me and entreated me to make these views known. That was six years ago. I have hesitated all that time for fear of wounding many good men and women. But if there is ever to be a time for frankly discussing this question that time is now.

## WING CHEONG.

Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHS,  
AND  
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.  
Nos. 1 & 3, D'AGUIAR STREET.  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900. [2581]

**DAVID CORSE & SON'S**  
MERCHANT NAVY  
NAVY BOLLED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

**NOW READY.**  
"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
with the  
"LADY SMITH RELIEF COLUMN."  
Being a Lecture by  
CAPTAIN PETERY SCOTT,  
R.M. C.B.,  
and  
CAPTAIN A. H. LIMPUS, R.N.  
(of H. M. S. "Terrible").  
The book is printed on art paper, and illus-  
trated with coloured maps and sketches.  
Prices  
1s. 6d. and 2s. 6d.

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

## NOTICE.

**THE ANNUAL GENERAL MEETING**  
of Members of the above Club will be  
held in the CRY HALL on SATURDAY,  
13th October, at 12 o'clock NOON,  
By Order.

**T. F. HOUGH.**  
Clerk of the Course.  
Hongkong, 29th September, 1900. [2558]

## HONGKONG JOCKEY CLUB.

## NOTICE.

**AN EXTRAORDINARY GENERAL  
MEETING** of Members of the above  
Club will be held in the CRY HALL on  
SATURDAY, the 13th October, at 12.15 P.M.,  
for the purposes set forth in the Notices that  
are being posted to the Members.  
By Order.

**T. F. HOUGH.**  
Clerk of the Course.  
Hongkong, 28th September, 1900. [2559]

**OWNERS OF HOUSES** situated in the  
Central Division of the City of Victoria  
and in the Western Division of Kowloon,  
who have not had their premises LIMEWASHED  
and CLEANSED in accordance with law, are  
reminded that the period during which  
the work should be finished ends on the 31st day  
of October, 1900, and the Sanitary Board being  
convinced of the necessity of cleanliness in its  
efforts to stamp out plague, is determined to  
rigorously prosecute any owner in default after  
the above-named date.

The Central Division of the City lies between  
Gordon Road on the East and Morrison Street  
and East Street on the West. The Western  
Division of Kowloon is all that part of the  
Kowloon Peninsula to the West of Robinson  
Road and includes Tsim Sha Tsui, Yau Ma Tei,  
Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board.  
**G. A. WOODCOCK.**  
Acting Secretary.  
Hongkong, 1st October, 1900. [5248]

## IMPERIAL BANK OF CHINA.

## NOTICE.

**WHEREAS** THE IMPERIAL BANK  
OF CHINA'S Premises in Peking  
have been destroyed by the Rebels and the  
following UNISSUED NOTES expressed on  
the face thereof to be payable at its Office in  
Peking in CHING-PING TSU-YIN cur-  
rency, have been STOLEN therefrom:—

100,000 Notes of 5 Maces each—	Nos. 0001 to 100,000.
100,000 Notes of 1 Tael each—	Nos. 0001 to 100,000.
20,000 Notes of 5 Taels each—	Nos. 0001 to 20,000.
10,000 Notes of 10 Taels each—	Nos. 0001 to 10,000.

The Public are hereby cautioned against  
purchasing or dealing in any way with such  
Notes, as the Bank accepts no liability for the  
same.

By Order of the Board of Directors.  
For the IMPERIAL BANK OF CHINA.  
(Sgl.) **A. W. MATTLAND.**  
Acting Chief Manager.  
Hongkong, 20th September, 1900. [2456]

## MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office—TOKIO.  
Branch Office—LONDON, NEW YORK, BOM-  
BAY, SINGAPORE, SHANGHAI, TIENT-  
SIN, NEWCHANG, and all Ports in  
JAPAN.

**AGENCIES**  
Mitsui Coal Mines,  
Kamaoka Coal Mines,  
Hokoku Coal Mines,  
Yoshimoto Coal Mines,  
Onoda Coal Mines,  
No. 1, Onoda Coal Mines,  
Ichimura Coal Mines,  
Kishitani Coal Mines,  
Yoshio Coal Mines,  
Yamano Coal Mines,  
Manoura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kaneaguchi Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Spinning Mills,  
Mitsui Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
**MITSUI BUSSAN KAISHA.**  
M. FUJISE,  
Manager.  
Hongkong, 19th August, 1899. [37]

## CARTRIDGES.

**NOBEL'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-resisting  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORR CARTRIDGES—  
Loaded with Powder only. With Powder  
Powder only. 1 lb. of Shot.

Primrose Cases	85.65	87.40
Pearlshell Cases	6.25	8.00
Ejector Brass Cases	6.90	8.65

5 per cent. discount on orders of 1,000 and over.  
Apply to  
**Wm. SCHMIDT & CO.,**  
Gunmakers,  
Hongkong.  
Hongkong, 27th July, 1897. [187]

**LOONG FI HORSE REPOSITORY.**

**SITUATED** at No. 2A, MATTHEWSON  
STREET, near the No. 1 Police Station.  
**CARRIAGES FOR HIRE** at Cheap Rates.  
Apply to—  
**MANAGER.**  
Hongkong, 1st September, 1900. [2324]

## FOR SALE.

**WOOD OIL.**  
H. L.  
TRADE MARK.  
**HOP LOONG & CO.,**  
27, Hollywood Road, Hongkong.  
2806]

**NOTICE OF REMOVAL.**  
**THE OFFICE** of the  
**HONGKONG DAILY PRESS.**  
**CHUNG NGOI SAN PO.**  
**CHRONICLE & DIRECTORY.**  
have this day been removed to  
14, DES VEAUX ROAD CENTRAL.  
Entrances: East—Lane—recently Messrs.  
Went & Co.'s Office; behind Messrs. Shewan,  
Tomes & Co.'s premises.  
Hongkong, 1st May, 1900.

**NOTICE OF REMOVAL.**  
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Tomes & Co.'s premises.  
Hongkong, 1st May







## VESSELS ON THE BERTH

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Nov. 8, at Noon.
CITY OF PEARL HARBOR (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Dec. 4, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 6 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 10th September, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

## MEXICO, CENTRAL AND SOUTH AMERICA, EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Oct. 23, at Noon.
CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Nov. 17, at Noon.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, and are bunking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 28th September, 1900.

## VESSELS ON THE BERTH

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd October, 1900. [1448]

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTY, SOYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

## LONDON, HAVRE, BORDEAUX.

## ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

## ON MONDAY, the 22nd October, 1900,

at 1 P.M., the Company's Steamship "LAOS" Captain Flaudin, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 22nd October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR KOBE.

## "CHANGSHA."

Captain Moore, will be despatched as above on TUESDAY, the 23rd October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [9635]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "GUTHRIE."

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900. [2393]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

## THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2386]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## "CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2587]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## FOR PORTLAND, OREGON VIA JAPAN.

## (Booking Cargo for SAN FRANCISCO and OVERLAND PORTS).

## THE A.I. Steamship

## "MONMOUTHSHIRE"

will be despatched on or about the 26th inst. For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900. [2570]

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, Oct. 30, 1900, at Noon.

SATURDAY, Nov. 24, 1900, at Noon.

TUESDAY, Dec. 18, 1900, at Noon.

## THE Twin-Screw Steamship

## "NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [5]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE

## ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM

## HONGKONG TO SAN DIEGO

## AND SAN FRANCISCO,

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

## THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLISLE CITY" } On 20th Nov. 3,002 Tons.

## THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO and SAN FRANCISCO VIA HOULI, KOBE, YOKOHAMA, AND HONOLULU, on TUESDAY, the 29th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [14]

## FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &amp;c., and for

## PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE

## NEWS OF THE FAR EAST is given in the

## HONGKONG WEEKLY PRESS, with which is incorporated

## THE CHINA OVERLAND TRADE REPORT. Subscription, if paid in advance, 12 per annum. Postage to any part of the World 32.

## HONGKONG.

Adato, British steamer, 2,145, McIntyre, Oct. 3, at Noon.

Agamemnon, British str., 4,401, Nish, Oct. 4, at Noon.

Albion, British steamer, 698, Curtis, Oct. 7, at Noon.

Albion, British steamer, 698, Curtis, Oct. 7, at Noon.

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## POST OFFICE NOTICES.

Farco Mails for Europe, &c., per s.s. *Benart*, will close at 3 p.m. on Friday, the 12th inst. The *Chuan*, with the English Mail of the 14th September, left Singapore on Sunday, the 7th inst. at 1 p.m., and may be expected here on or about Friday, the 12th inst. This Packet brings replies to letters dispatched from Hongkong on 14th August.

The *Doric*, with the American Mail of the 15th Sept., left Yokohama on Thursday, the 4th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Kobe	Tokyo Maru	Thursday, 11th, 5.00 P.M.
Swatow	Thales	Thursday, 11th, 5.00 P.M.
Hankow	Hongkong	Friday, 12th, 9.00 A.M.
Hainan	Hailong	Friday, 12th, 9.00 A.M.
Singapore, Sourabaya and Samarang	Onseng	Saturday, 13th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	China	Registration, 9.45 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
EUROPE, &c., India via Taticorin	Bengal	Registration, 9.45 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
Manila	Loonyang	Monday, 15th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Victoria	Tuesday, 16th, 11.00 A.M.
Singapore, Penang and Calcutta	Suining	Tuesday, 16th, 11.00 A.M.
EUROPE, &c., India via Taticorin	Sachsen	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
EUROPE, &c., India via Taticorin	Laos	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of China	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
EUROPE, &c., India via Taticorin	Malta	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

## COMMERCIAL CLOSING QUOTATIONS.

WEDNESDAY, 10th October.	
ON LONDON—	Telegraphic Transfer 2/0 1/2
Bank Bills on demand 2/0 1/2	
Bank Bills, at 30 days sight 2/0 1/2	
Bank Bills, at 4 months sight 2/1 1/2	
Credit, at 4 months sight 2/1 1/2	
Documentary Bills, 4 months sight 2/1 1/2	
ON PARIS—	Bank Bills on demand 2.60 1/2
Credit, at 4 months sight 2.66	
ON GERMANY—	On demand 2.12
ON NEW YORK—	Bank Bills on demand 50 1/2
Credit, 60 days sight 51 1/2	
ON BOMBAY—	Telegraphic Transfer 155
Bank on demand 155 1/2	
ON CALCUTTA—	Telegraphic Transfer 155
Bank on demand 155 1/2	
ON SHANGHAI—	Bank at sight 7 1/2
Private, 30 days sight 7 1/2	
ON YOKOHAMA—	On demand 1 1/2 p.c. dis.
ON MANILA—	On demand 1 p.c. pm.
ON SINGAPORE—	On demand 1 p.c. pm.
ON BATAVIA—	On demand 12 1/2
ON HAITONG—	On demand 2 1/2 p.c. pm.
ON SAIGON—	On demand 2 p.c. pm.
ON HONGKONG—	On demand 60
SOVEREIGNS, Bank's Buying Rate 5.00	
GOLD LEAF, 100 fine, per tael 50.75	
BAR SILVER, per oz 20 1/2	

## OPIUM.

Quotations are—	Allow 10c net to 1 catty.
Malwa New	\$820 to \$830 per picul.
Malwa Old	\$870 to \$880
Malwa Older	\$890 to \$900
P. P. wrapped	\$870 to —
Persian fine quality	\$910 to —
Persian extra fine	\$950 to —
Patna Old	\$970 to —
Patna New	\$965 to —
Benares Old	\$ — to —

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Chuan* left Singapore for this port on the 7th inst. at 1 p.m. with the outward English mails, and is due here to-morrow, at about 3 p.m.

**THE AMERICAN MAIL.**  
The O. & C. steamer *Doric*, with mails from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama, and left for this port on Thursday morning, the 4th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd ult.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 17th Sept., left Colombo on Friday, p.m., the 15th inst., and may be expected here on or about Wednesday, the 17th inst.

**THE AUSTRALIAN MAIL.**  
The E. & A. steamer *Eastern*, from Sydney, left Port Darwin on the 3rd inst. for Timor, Manila and this port.

**MERCHANT STEAMERS.**  
The O. S. S. steamer *Tantulus* left Singapore on the 7th inst., and is due in Hongkong on the 12th inst.

## JOINT STOCK SHARES.

Stocks.	No. of Shares.	Issue Value.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/100	31 1/2 p.c. pr. = \$517 1/2
Bank of China & Japan, Ltd.	100,875	48	48	None	45. 50.
Do. Deferred	1,250	41	41	2 1/2% for 1899	\$26, buyers
National Bank of China, Ltd.	10,070 A	210	210	2 1/2% for 1899	\$26, buyers
Do. Founders' Shares	29,545 B	41	41	None	\$20.
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	35 p.c. at 1898	\$265, buyers
China Traders Ins. Co., Ltd.	24,000	\$250	\$250	10 p.c. for 1898 and 30 p.c. for 1899	\$265, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p.c. for 1898 and 30 p.c. for 1899	\$265, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	10 p.c. for 1898 and 30 p.c. for 1899	\$265, buyers
Canton Ins. Office, Ltd.	10,000	\$250	\$250	10 p.c. for 1898 and 30 p.c. for 1899	\$265, buyers
Staats Insurance Co., Ltd.	30,000	\$100	\$100	10 p.c. for 1898 and 30 p.c. for 1899	\$265, buyers
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	27 for 1898	\$295, buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	27 for 1898	\$277, buyers
<b>SHIPPING.</b>					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 30/6/1900	\$31 1/2, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	10 p.c. at 2 p.c. bonus for 1899	\$28, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p.c. for 1899	\$28.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p.c. for half year ending 30/6/1900	\$31, sales & buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 3 p.c. on a/c of 1000	\$210. 15s, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 p.c. on a/c of 1000	\$210. 15s, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p.c. for 1899	\$38, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p.c. on account of 1900	\$41, sellers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of \$21 per share on a/c 1900	\$110, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1899	\$35, buyers
<b>MINING.</b>					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$31, sellers
Do. Preference	30,000	\$1	\$1	None	\$30, sellers
Societe Fran. des Charbonnages du Tonkin	10,000	\$250	\$250	None	\$250, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	10 cents, sales & sels.
Jelatu Mining and Trading Company, Ltd.	45,000	\$5	\$5	None	\$4, sellers
Batu Australia Gold Mining Co., Limited	200,000	\$1	\$1	10 p.c. for half year ending 30/6/1900	\$55.
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$21.
Great Eastern and Cal. Gold Mining Co., Ltd.	10,000	\$4	\$4	First year	\$150, sellers
Do. Preference	70,000	\$1	\$1	First year	40 cents.
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Spec. & 12 p.c. bonus for 1899	645 p.c. pr. = \$5002.
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$80	\$80	Int. of 5 p.c. on account of 1900	\$85, sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	Int. of 5 p.c. on account 1900 = 22 p.c. for 1899	\$80, sales & buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	22 p.c. for 1899	\$201, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$182, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$1 1/2 for 1899	\$25, buyers
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$51 1/2, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p.c. for half year ending 30/6/1900	\$119.
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p.c. for 1899	\$11, buyers
<b>COTTON MILLS.</b>					
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	\$100	\$100	31 p.c. for period ending 31/10/97	Tia. 50
Internat. Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	3 p.c. on account 98	Tia. 50
Loan-lung-mow Cotton Spinning Co., Ltd.	8,000	\$100	\$100	3 p.c. on account 98	Tia. 50
Syn. & Weav. Co., Ltd.	2,000	\$100	\$100	3 p.c. on account 98	Tia. 375
Soy Chee Cotton Spinning Company, Ltd.	7,500	\$100	\$100	3 p.c. for period ending 31/12/97	Tia. 40
Yahloong Cot. Spin. Co., Ltd.	12,000	\$100	\$100	None	\$10, sellers
Weav. & Dye Co., Ltd.	12,000	\$100	\$100	None	\$10, sellers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p.c. for 1900	\$101.
China Borneo Co., Ltd.	7,500	\$20	\$20	Final of 6 p.c. making 11 p.c. for 1899	\$90, buyers
A. S. Watson & Co., Ltd.	30,000	\$10	\$10	70 cents per share	\$15.60, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	7 cents per share	\$12, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p.c. for 1899	\$118.
Hongkong Rope Mfg. Co., Ltd.	10,000	\$25	\$25	\$10 for 1898	\$170, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p.c. for 1899	\$25, sales
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. 2 1/2 p.c. on acct. 1900	\$106, buyers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30/6/1900	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	10 p.c. for 1899	\$8, buyers
Cannell & Co., Ltd.	2,000	\$25	\$25	10 p.c. for 1899	\$8.
Hk. & China Bakery Co., Ltd.	4,000	\$50	\$50	15 p.c. for 1899	\$20.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p.c. for 1899	\$14, sellers
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1	75c. per share for 1899	\$24.
United Asbestos Oriental Agency, Limited	9,000	\$1	\$1	75c. per share for 1899	\$24.
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	None	\$5, sellers
China Protective Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 cents for period ending 31/12/99	\$9.50, sellers
Watkins, Limited	10,000	\$10	\$10	8 p.c. for 1899	\$10; sellers
Universal Trading Co., Ltd.	50,000	\$20	\$20	None	\$51, buyers

J. Y. VERNON, BROKER.

## PEERLESS SCOTS WHISKIES.

**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**  
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use. \$19.00  
Stop drinking rank, smoky stuff, because it contains the SOLE  
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavoured.  
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD &amp; Co.

## NOTICE.

IT having come to my knowledge that a person known as A. RITCHIE, of RITCHIE & Co., has answered my "Call Flag," and represented himself as being authorised by me to supply steamers with fresh water on my behalf and in consequence of such misrepresentation did actually supply one steamer, all my shipping friends will please note that the said A. RITCHIE or his firm have absolutely no authority to set on my behalf or my name in any way, nor are they connected with my Steam Waterboat business in any manner whatever.

J. W. KEW.  
Hongkong, 8th October, 1900. [2608]

## NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the Hongkong Daily Press, Hongkong Weekly Press, and the Chronicle and Directory for China, Japan, &c., at Macao, and they are authorised to collect all accounts due to the Daily Press Office on and after this date.

A. CUNNINGHAM, Manager.  
Hongkong, 4th October, 1900. [2578]

**SCIENTIFIC SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [2482]

## TO SHIPMASTERS.

**ENQUIRE** where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.  
STEAM WATER BOAT COMPANY.  
Hongkong, 9th October, 1895. [1763]

**BOMBAY-BURMAH TRADING CORPORATION, LIMITED.**  
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES for ROOFING.  
PINKADOE RAILWAY SLEEPERS for all GAUGES.  
Ropes Supplied and Orders Booked by JARDINE, MATHESON & CO.  
Hongkong, 3rd May, 1895. [1683]

**AMERICAN SYSTEM OF DENTISTRY.**  
No. 38, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW.  
(LATE OF POATE & NOBLE).  
Hongkong, 15th September, 1899. [2419]

## THE WEATHER.

## CHINA COAST METEOROLOGICAL REGISTER, 9th OCTOBER, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 9th OCTOBER, P.M.					
STATION.	Hour.	Barometer. Reduction level and zero.	Thermom. Air.	Humidity.	Wind. Dir. and force.
Shanghai	2 p.	30.05	77	84	NW 2
Yokohama	"	30.05	77	84	NW 2
Kobe	"	30.05	77	84	NW 2
Nagasaki	"	30.05	77	84	NW 2
Kagoshima	"	30.05	77	84	NW 2
Amakusa	1 p.	30.05	77	84	NW 2
Tsushima	"	30.05	77	84	NW 2
Yokohama	"	30.05	77	84	NW 2
Shanghai	"	30.05	77	84	NW 2
Swatow	"	30.05	77	84	NW 2
Canton	3 p.	30.05	77	84	NW 2
Hongkong	"	30.05	77	84	NW 2
Shanghai	4 p.	30.05	77	84	NW 2
Yokohama	"	30.05	77	84	NW 2
Kobe	"	30.05	77	84	NW 2
Nagasaki	1 p.	30.05	77	84	NW 2
Kagoshima	4 p.	30.05	77	84	NW 2
Amakusa	3 p.	30.05	77	84	NW 2
Tsushima	"	30.05	77	84	NW 2
Yokohama	"	30.05	77	84	NW 2
Shanghai	"	30.05	77	84	NW 2
Swatow	"	30.05	77	84	NW 2
Canton	"	30.05	77	84	NW 2
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Shanghai	"	30.05	77	84	NW 2
Yokohama	"	30.05	77	84	NW 2
Kobe	"	30.05	77	84	NW 2
Nagasaki	"	30.05	77	84	NW 2
Kagoshima	"	30.05	77	84	NW 2
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Kobe	"	30.05	77	84	NW 2
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